

PLANNING & PROGRAMMING DIVISION
PLANNING RESEARCH SECTION
TRAFFIC ANALYSIS UNIT

TAU 3073

T.H. 35 E.

S.P. 6281 - 03

T.H. 694 to North Ramsey County Line

Prepared: August, 1964

MINNESOTA HIGHWAY DEPARTMENT

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Office Memorandum

TO : T. S. Thompson

DATE: August 19, 1964

FROM : Johan Nygaard

SUBJECT: T.H. 35 E., S.P. 6281 - 03, Jct. T.H. 694 to North Ramsey County Line

This report is transmitted in response to your June 1, 1964 request for 1985 ADT, DHV, and HCADT for the project route shown on the map on page 2. The 1985 ADT and DHV have been previously transmitted in TAU 339 on June 26, 1964. The 1985 HCADT in this transmittal is attendant to the 1985 ADT transmitted in TAU 339.

For each segment numbered on the map on page 3, the following data are tabulated on the forms on pages 4 and 5:

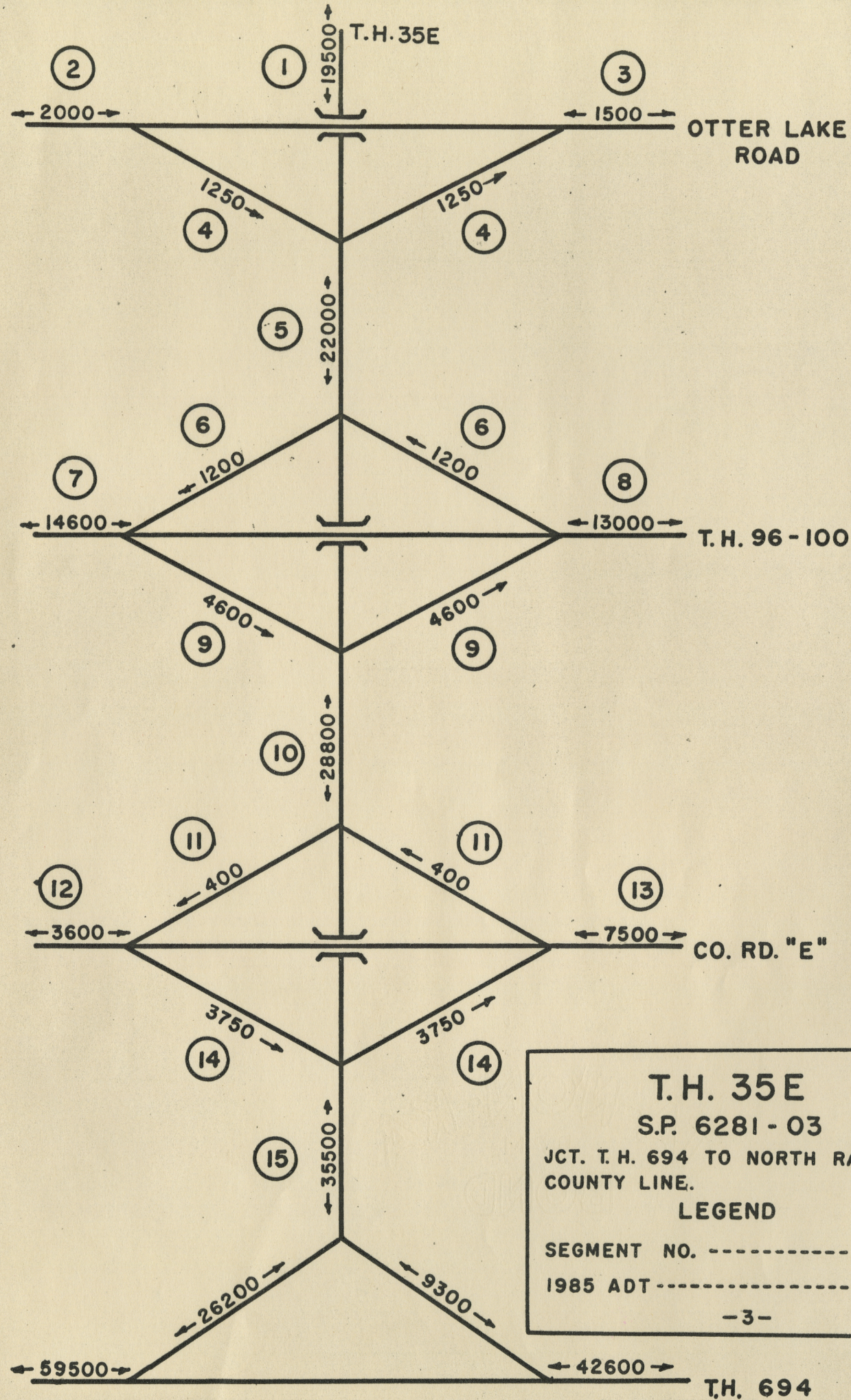
- (a. Vehicle Type Distribution
- (b. Total ADT
- (c. Total Heavy Commercial ADT

The 1962 ADT for segment 15, having the highest 1985 ADT, is 17000 on the comparable section of T.H. 61 paralleling T.H. 35 E.

This request was initiated by B.L. Warzala for E. J. Broos.



PROJECT LOCATION
S.P. 6281 - 03



TRAFFIC ESTIMATE DATA

DESIGN YEAR 1985 PART 1 OF 2

FOR

T.H. 35 E. S.P. 6281 - 03 LENGTH -- -- MILES

COUNTY Ramsey LOCATION From Jct. T.H. 694 to

North Ramsey County Line

BASED ON

1985 ADT FROM TRAFFIC ANALYSIS UNIT

SHOWING

TOTAL ADT ON SEGMENTS 1 THROUGH 11 AS

DEFINED ON ATTACHED INDEX MAP

VEHICLE * TYPE	SEGMENT NUMBER										
	1	2	3	4	5	6	7	8	9	10	11
0	18436	1906	1423	1206	20848	1155	14068	12523	4429	27396	386
1	461	57	43	35	531	20	416	371	77	645	11
2	128	6	4	4	136	9	42	38	35	188	2
3	75	3	3	2	79	3	25	22	12	97	1
4	110	2	1	1	112	3	12	10	10	126	-
5	235	1	1	1	237	6	7	6	25	275	-
6	55	25	25	1	57	4	30	30	12	73	-
TOTAL ADT	19500	2000	1500	1250	22000	1200	14600	13000	4600	28800	400
TOTAL H. COMM. ADT	1064	94	77	44	1152	45	532	477	171	1404	14
TOTAL DHV											
DIRECTIONAL DISTRIBUTION											

* VEHICLE TYPE CODE

- | | |
|--|---|
| 0 = PASSENGER CARS AND 4 TIRE TRUCKS | 4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES |
| 1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS | 5 = TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES |
| 2 = SINGLE UNIT-3 AXLE TRUCKS | 6 = BUSES AND TRUCKS WITH TRAILERS |
| 3 = TRACTOR-TRUCK OR SEMI-TRAILER- 3 AXLES | |

TRAFFIC ESTIMATE DATA

DESIGN YEAR 1985 PART 2 OF 2

FOR

T.H. 35 E. S.P. 6281 - 03 LENGTH -- -- MILES

COUNTY Ramsey LOCATION From Jct. T.H. 694 to
North Ramsey County Line

BASED ON

1985 ADT FROM TRAFFIC ANALYSIS UNIT

SHOWING

TOTAL ADT ON SEGMENTS 12 THROUGH 15 AS

DEFINED ON ATTACHED INDEX MAP

VEHICLE * TYPE	SEGMENT NUMBER										
	12	13	14	15							
0	3461	7220	3618	33860							
1	103	214	107	837							
2	10	22	11	206							
3	6	13	6	107							
4	3	6	3	132							
5	2	4	2	279							
6	15	21	3	79							
TOTAL ADT	3600	7500	3750	35500							
TOTAL H. COMM. ADT	139	280	132	1640							
TOTAL DHV											
DIRECTIONAL DISTRIBUTION											

* VEHICLE TYPE CODE

- 0 = PASSENGER CARS AND 4 TIRE TRUCKS
- 1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS
- 2 = SINGLE UNIT-3 AXLE TRUCKS
- 3 = TRACTOR-TRUCK OR SEMI-TRAILER- 3 AXLES
- 4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES
- 5 = TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES
- 6 = BUSES AND TRUCKS WITH TRAILERS

Basic Data, Methods and Assumptions

Heavy truck interviews at three stations in the 1963 Twin City external Origin and Destination Survey were used to assign externally generated truck trips to T.H. 35 E. The three stations are on T.H. 61 north of Forest Lake, T.H. 8 northeast of Forest Lake, and T.H. 65 south of Soderville. Based on travel time advantage, the 332 heavy truck interviews resulted in the following assignments:

- a.) T.H. 35 E. would be used by trucks contacting St. Paul (excluding the Midway area), St. Paul Suburbs, and Wisconsin.
- b.) T.H. 35 W. would be used by trucks contacting Minneapolis and its suburbs and the Midway trucking district.

A classification count of all vehicle types passing each station was taken concurrently with the 15-hour period of interviewing. These 15-hour August weekday counts were expanded by vehicle type to 1963 ADT through use of the 1963 vehicle type distributions in both the 15-hour summer weekday and the ADT for T.H. 61 north of Wyoming. Then the 1963 ADT by vehicle type was projected to 1985 by using statewide trends in vehicle types. The resulting 1985 vehicle type distributions were split between T.H. 35 E. and T.H. 35 W. by using the corresponding assignments of the 332 heavy truck interviews.

The foregoing 1985 assignment for T.H. 35 E. accounts only for trips contacting the cordon line of the 1963 Twin City external O-D. Therefore, vehicle type distributions were applied to the 1985 traffic generated between Forest Lake and the north end of the project and to all cross roads and ramps on the project.